

COUNTRY

Poland

REPORT NO.

TOPIC

Warsaw-Bielany Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

September 1950 to April 1953

DATE OBTAINED

PREPARED

1 September 1953

REFERENCES

2

PAGES

ENCLOSURES (NO. & TYPE)

REMARKS

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1. Warsaw-Bielany (R 53/P 99) airfield, on the north-northwestern perimeter of Warsaw, measured 1 to 1.5 km from north to south and about 1 km from east to west. Its northern section was considerably wider than the southern section. The field area was bordered by Marymoncka Street to the east and a workers settlement to the south.
2. In the southeastern corner of the field was a contonment of low brick buildings on concrete foundations, about 40 x 10 x 12 meters each. Another contonment which served as quarters for a fatigue detail was just south of the field. On the southwestern edge of the field was a modern hangar, about 100 x 30 meters, with sliding gates, which had been partly destroyed during the war and was reconstructed in November 1950. Near the hangar was an underground fuel dump which was filled by means of electric pumps. Tank trucks were repeatedly observed there. In the southeastern corner of the field was a radio mast, 30 to 40 meters high, which was lighted by red lamps at night.
3. The airfield was occupied by twin-engine monoplanes with double rudder assemblies bearing the Polish national emblem. About 30 aircraft were observed on the dispersal areas between the contonment and the hangar. Some smaller aircraft with which practice flights and aerobatics were made, were also stationed at the field. Soviet single-engine and twin-engine aircraft

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25X1A

- 2 -

repeatedly landed at the field. There were no four-engine aircraft observed. The Polish aircraft practiced individual and formation flying and firing at ground or airborne targets. The air force soldiers wore blue gray uniforms with light blue pipings and field caps.

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4. In January 1953, [] a road parallel to the Vistula River toward Modlin (R 53/K 71) and observed an airfield west of the road after passing through a piece of woods. No concrete installations were observed on the field which was about 1 x 2 km. Temporary buildings were located on the southern edge of the field in, and in front of a small woods. No other buildings were observed.
5. The airfield extended in a level, sandy, grass-covered terrain west of Marymoncka Street. A row of six hangars, each about 30 meters long and covered with corrugated sheet metal roofs, was about 1,000 meters west of, and parallel to, Marymoncka Street. Private gardens were east of the field.
6. From 10 to 20 aircraft were parked in front of the hangars. There was air activity by single-engine low-wing monoplanes with propellers which took off and landed individually. No national emblems were observed on the aircraft. An unidentified number of twin-engine aircraft was also parked at the field. These aircraft were observed aloft only occasionally. No take-offs or landings by jet aircraft were observed at the field.

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[] Comment. The information on the location of Warsaw-Bielany airfield agrees with previous reports. The field is not provided with a runway. The airfield was apparently reconditioned between 1950 and 1952. The large hangar which had been destroyed during the war was reconstructed and additional small hangars and probably barracks buildings in the southern section were erected. The airfield is probably occupied by a Polish pilot school.

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